AMENDMENT NO. 34
OFFICIAL PLAN OF THE
OTTAWA–CARLETON PLANNING AREA

OFFICIAL PLAN

OF THE

OTTAWA-CARLETON PLANNING AREA

AMENDMENT 34

The attached text constituting Amendment 34 to the Official Plan of the Ottawa-Carleton Planning Area, was adopted by Council of the Regional Municipality of Ottawa-Carleton by By-law No. 278 of 1982, on the 10th day of November 1982, in accordance with Sections 13 and 17 of The Planning Act, R.S.O. 1980, c. 379.

CLERK

CHAIRMAN

Amendment 34

to the

Official Plan

for the

Ottawa-Carleton Planning Area

This amendment to the Official Plan for the Ottawa-Carleton Planning Area, which has been adopted by the Council of the Regional Municipality of Ottawa-Carleton is hereby modified under the provisions of section 17 of the Planning Act as follows:

1. By the addition of the following Land Use Schedules to the document, which shall be read in conjunction with the text:

   a) Schedule 1, Urban Policy Plan schedule
   b) Schedule 2, Rural Policy Plan schedule
   c) Schedule 3, Rural Policy Plan schedule
   d) Schedule 4, Rural Policy Plan schedule

2. Schedules 1, 2, 3 and 4 are hereby modified by deleting the symbols for Potential Solid Waste Disposal Sites from the schedules and legends. These sites are outlined in red on the schedules.

As thus modified, this amendment is hereby approved in accordance with section 17 of the Planning Act as Amendment 34 to the Official Plan for the Ottawa-Carleton Planning Area.

Date. May 9, 1983

L. J FINCHAM
Director
Plans Administration Branch
North and East
Ministry of Municipal Affairs and Housing

*NOTE: For this printing the four schedules mentioned above were not incorporated due to 1) the difficulty in reproducing them, and 2) their only incidental contribution to the completeness of the amendment. An original copy of the four schedules is on file with the Clerk's Office and with the Planning Department for reference.

THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON

BY-LAW NO. 278 of 1982

A By-Law to adopt Amendment 34
to the Official Plan of the
Ottawa-Carleton Planning Area

The Council of the Regional Municipality of Ottawa-Carleton, pursuant to Sections 13 and 17 of The Planning Act, R.S.O. 1980, c. 379 enacts as follows:

1. Amendment 34 to the Official Plan of the Ottawa-Carleton Planning Area, consisting of an explanatory text, in the form attached as Annex "A" to this by-law, is hereby adopted.

2. The Clerk shall apply to the Minister of Municipal Affairs and Housing for the approval of the said Amendment 34.

3. This By-law shall come into force and take effect on the day of its final passing.

ENACTED and passed this 10th day of November, 1982.

CLERK

CHAIRMAN

ANNEX A

REGIONAL OFFICIAL PLAN AMENDMENT 34

Purpose

When the Regional Official Plan was prepared during the early 1970's, energy was not perceived as a major problem or public issue. Consequently, energy is not directly addressed in the Plan. It is now clear that the type, supply, and cost of energy will be a major influence on future urban development.

This amendment to the Regional Official Plan will provide an explicit statement of Council policy on this important matter. The amendment establishes energy conservation as a Regional goal and states policies which Council will implement to increase energy efficiency. It also adds an appendix, Appendix F, Guidelines re Energy Conservation Measures in Plans of Subdivision and Plans of Condominium which provides more detailed information on matters to be considered during the plan review and approval process to determine compliance with the energy conservation policies of the Regional Official Plan.

Background

This amendment to the Regional Official Plan is intended to reflect Council's recognition of the finite supply of present conventional sources of energy and the burden which rising energy costs place on governments, businesses, and individuals. It is both necessary and desirable to utilize energy more efficiently and conserve wherever possible. Energy conservation will be implemented in both municipal operations and the approach to development of the community.

Energy is considered important enough to be added as a major goal area to Part I of the Regional Official Plan. Specific goals indicate Council's intent to achieve energy efficiency in the areas of municipal operations, land use patterns, transportation and solid waste disposal and to be supportive of demonstration projects to test innovative ideas in the area of energy conservation.

The transportation policies of the Plan, especially the public transit policies, are already compatible with the goal of energy efficiency in transportation. The amendment contains policies to explicitly state Council's concern with energy efficiency in patterns of land use and in solid waste disposal.

The Amendment

1. Section 1.4, Priorities and Goals, second paragraph is hereby amended by deleting the word "six" and substituting the word "seven" and by adding the words "conserving energy" to the listing of principal areas of concern following "developing economic opportunity".

2. Section 1.4, Priorities and Goals, third paragraph is hereby amended by deleting the word "six" and substituting the word "seven".

3. Table 1.1, Goals for the Region, is hereby amended by adding a seventh category, Energy, as follows:

   (7) Energy

   Major Goal

   . To develop the Region in a manner which uses energy efficiently and maximizes energy conservation wherever possible.

Specific Goals

- To achieve energy efficiency in municipal operations.
- To develop energy conserving patterns of land use.
- To maximize use of energy efficient modes of travel, such as public transit, walking and biking.
- To promote recycling and waste heat recovery programs.
- To encourage innovation relating to efficient energy use.

4. Section 2.4.1 (ii), Urban Residential Communities, New Residential Districts, as amended by OMB Order Nos. 62 and 63 and by Amendment 17 is hereby amended by adding the following as a fourth point in the second paragraph:

   - "the development of energy efficient patterns of land use including provision for efficient and attractive transit service in proximity to dwelling units and commercial, industrial and institutional uses, provision for pedestrian and bicycle travel, and subdivision design which optimizes solar access and minimizes travel needs."

5. Section 2.4.1 (ii), Urban Residential Communities, New Residential Districts as amended by OMB Order Nos. 62 and 63 and by Amendment 17 is hereby amended by deleting the fourth paragraph.

6. Section 2.4.1 (ii), Urban Residential Communities, New Residential Districts, as amended by OMB Order Nos. 62 and 63 and by Amendment 17 is hereby amended by deleting point (6) and substituting the following:

   (6) When approving or considering local official plans, secondary plans, development plans, plans of subdivision plans of condominium and severances or amendments to one or more of them, Council shall ensure that the proposed plan encourages energy savings by providing good opportunity for developing south facing buildings and minimizing auto travel needs by provision of safe and convenient pedestrian and bicycle routes.

7. Section 2.4.1 (ii), Urban Residential Communities, New Residential Districts, as amended by OMB Order Nos. 62 and 63 and by Amendment 17 is hereby amended by deleting point (7).

8. Section 3.1.3.4, Council's intentions re Public Transit, is hereby amended by adding the following as point (3):

   (3) When approving or considering local official plans, secondary plans, development plans, plans of subdivision, plans of condominium and severances for development within areas designated principal urban area on Schedule A or amendments to one or more of them, shall ensure adequate provision for the efficient delivery of transit service to within approximately 400 metres of virtually all residential uses and within approximately 400 metres of all commercial, industrial and institutional uses.

9. Section 5.6.5.1, Garbage Disposal is hereby amended by deleting the section and substituting the following:

- "A further concern of Council is that adequate provision is made for the disposal of solid wastes. Disposal of garbage and other solid wastes is a regional responsibility, while collection is a responsibility of the area municipalities.

- The Region operates a sanitary landfill site on Trail Road in Nepean as the main disposal site for the urbanized area.

- Separation and recycling of materials such as paper, metals and glass can conserve valuable resources, save energy, create jobs and reduce pollution. Alternatively, municipal garbage and other solid wastes can be burned and converted into steam and electricity. Both recycling and heat recovery reduce the volume of solid waste to be landfilled, thus reducing municipal costs and extending the life of sanitary landfill sites.

Council therefore:

(1) Shall make adequate provision for the disposal of solid wastes.

(2) Shall promote recycling as a way to reduce municipal costs, minimize environmental degradation and conserve energy.

(3) Shall investigate and, if feasible, co-operate in the construction of a solid waste-fired energy recovery facility.

10. Add Appendix F as an appendix to the official plan for the purpose of information only:

APPENDIX F

GUIDELINES RE ENERGY CONSERVATION MEASURES IN PLANS OF SUBDIVISION AND PLANS OF CONDOMINIUM

The various matters discussed below will be considered as appropriate in the review of plans of subdivision and plans of condominium. It is recognized that all of the matters are not equally applicable to the various kinds of plans or even to every proposal within a certain category. As an example, provision of neighbourhood facilities and of collector roads to carry transit may be irrelevant to a small subdivision proposal.

When assessing conformity with the policy in Section 2.4.1 (ii) 6 which requires 'good opportunity for developing south facing buildings', the following matters will be considered:

1. Street Orientation

The preferred orientation for local streets is within 25 degrees of a true east-west axis. It is recognized that there is less flexibility for the location of collectors and arterials.

2. Lot Orientation

Lots oriented within 25 degrees of a true north-south axis will be considered to provide good opportunity for developing south-facing buildings. It is anticipated that at least 65% of the lots on local streets will have the desired orientation.

Orientation east of south is preferred to orientation west of south, (morning sun is desirable to warm a house which has cooled over night; afternoon sun may contribute to over heating).

Use of slanted lot lines may achieve the desired orientation of lots when the street orientation is unsatisfactory.

3. Location of Higher Density (taller than 3 storeys) Development

Blocks of land intended for higher density (taller than 3 storeys) development should be located to minimize shading of lower density development.

In some instances a location which minimizes shading may not be the best location with regard to transit and other forms of travel. In this case transit considerations should prevail.

4. Other

Other methods, such as innovative lotting schemes, will also be considered when assessing the provision of solar access. The emphasis is on the provision of south wall solar access, not on any particular technique. Generally, north-south separation between buildings approximately equal to that provided by use of east-west streets will be satisfactory.

Orientation requirements will not be applied to plans on north-facing slopes of 5% or greater.

Use of attached housing types in locations where satisfactory orientation is not possible will be considered a positive feature in assessing proposals.

Constraints such as topography (e.g. ravines) and parcel configuration will be recognized in the assessment of solar access provision.

When assessing conformity with energy conservation policies with respect to transportation in sections 2.4.1 (ii) 6 and 3.1.3.4 (3) the following matters will be considered:

1. Provision of neighbourhood facilities

Neighbourhood facilities include both commercial and community uses (schools, parks, daycare centres). Both provision for these uses and their relative locations within proposed plans of subdivision will be considered within the context of any relevant local official plan, secondary plan, or development plan policies.

2. Transit

The adequacy of provision for transit will be assessed by the Regional Transportation Department, using the "Transit Servicing of New Urban Areas: Guidelines for Development."

3. Pedestrian and Bicycle Facilities

Where available, requirements for pedestrian and bicycle facilities in proposed plans of subdivision will be based on overall plans for such facilities in local official plans, secondary plans or development plans. In the absence of overall plans, proposals will be examined for opportunities to reduce trip lengths to destinations such as schools and neighbourhood commercial facilities by provision of key links or use of the open space system.

POOR

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